

To Chairman Cole, Committee Members and Sponsors of HB5385,

The National Motorists Association is not able to attend the hearing on May 8, but wishes to make a few comments for the record.

The changes suggested in 627 (2) (d) are OK, but likely not needed. We believe a city can post a limit higher than 25 mph on some subdivision streets, given proper documentation and speed studies.

The changes in 627 (10) for gravel roads are likely unwise, because in many cases 45 mph is too fast when gravel roads are in poor condition. It may lead some new drivers to assume 45 is safe at times when it is not. We believe, and data from Oakland County a few years ago indicated, that leaving gravel roads totally unposted tends to produce the safest results. Drivers then must evaluate for themselves, with no guidance that may be improper, what is the safe and comfortable speed to travel under the specific conditions that day. If something is to be posted, 45 is better than anything lower or higher, but we believe no posting is better.

The suggested changes for 628 (5) can be easily read in two ways. If the intention is that a speed limit CAN be posted below the 50th percentile speed if the nearest 5 interval is below the 50th percentile speed, then the NMA strongly opposes this change. It would be directly contrary to several years of work and compromise among many stakeholders in the set of five bills passed in late 2016 to be sure that no engineered speed limit would ever define more than half the drivers as violators. We believe the wording needs to be clarified so it is clear that no engineered speed limit is ever set below the 50th percentile speed of free flowing traffic under good conditions on the fastest part of the segment in question.

Respectfully,

James C. Walker
Life Member - National Motorists Association
www.motorists.org ;
2050 Camelot Road
Ann Arbor, MI 48104
734-668-7842
jcwconsult@aol.com